

VILLAGE OF INDIAN HEAD PARK COMPREHENSIVE PLAN

*******Adopted by Ordinance #91-6 and last amended by Ordinance #98-2.***

Introduction

In order to guide the current and future development goals of the Village of Indian Head Park, this Comprehensive Plan has been formulated and adopted. As authorized by Chapter 24, 11-12-6 and 11-12-7 of the Illinois Revised Statutes (1989), the Plan Commission has recommended specific changes to the previous Plan as prepared February 1969.

This updated Plan was the result of numerous meetings and included a public hearing conducted on March 11, 1991. The Plan was adopted by the Village of Indian Head Park on March 28, 1991 through the passage of ***Ordinance #91-6***.

The Comprehensive Plan for the Village of Indian Head Park is comprised of four major segments: (1) ***Analysis***; (2) ***Goals and Objectives***; (3) ***The Physical Plan***; and (4) ***Implementation***.

The analysis section contains an inventory of the factors which, in the past, have influenced the extent and character of municipal development. Essentially, this is the process of examining both positive and negative community features and factors in order to eliminate the detrimental and augment the advantageous.

The goals and objectives section is formulated to illustrate the general aim and purpose of the plan. Its formulation represents the phase of the planning process wherein the community analyzes past and present development trends as well as future potential.

The physical plan section is directed toward establishing a graphic and verbal framework or physical integration of three basic elements: (1) land use; (2) thoroughfares, and (3) community facilities.

The implementation section encompasses the available legal and financial devices available to bring the physical plan into reality.

Analysis

The analysis section is used to study the existing environment, both internal and external. This section begins with an introduction to the Village and planning area. Demographics are explored in relation to surrounding communities. Land use, community facilities; transportation, and infrastructure are inventoried for their effect on meeting needs.

The Village

Location

The Village of Indian Head Park is strategically located in the rolling terrain area of western Cook County, 17 miles west-southwest of downtown Chicago.

The junction of Interstate 294, the Illinois Tri-State Tollway and Interstate 55, the Stevenson Expressway, is within the Village's corporate boundaries. The community enjoys easy access to the Chicago Loop, O'Hare International, Midway Airport, and many major commercial shopping centers, including Oak Brook Court and Yorktown. In addition, Wolf, Plainfield, Willow Springs, and Joliet Roads link the Village to several nearby communities including Burr Ridge, Countryside, LaGrange and Western Springs.

Planning Area

Unincorporated lands separate the Village from Western Springs, the City of Countryside, and the Village of Burr Ridge. The planning area is generally limited to the land within the boundaries of Indian Head Park, and within the four major thoroughfares of 55th Street, Brainard Avenue, 79th Street and the Tri-State Tollway. This area was chosen because of its distinct physical boundaries, suitability for future annexation, and its great potential as a physically integrated community.

History

On August 4, 1959, the Village was incorporated and the 1960 census reported 385 residents. The original section of the Village, just east of the Illinois Tri-State Tollway, was developed from an 18-hole golf course from which the Village derived its name. This section is characterized by single-family homes. Relatively nominal growth occurred in the 1960's. In the 1970's, however, another golf course, "Acacia" (east of Wolf Road) was annexed to the Village and developed to contain a variety of multiple family units (condominiums, quadrominiums, townhomes and apartments). A series of additional annexations increased boundaries of the Village south of the Tollway to Arrowhead Trail and north to Plainfield Road. The present community is less than one square mile in area, bounded by Plainfield Road, Willow Springs Road, Arrowhead Trail and the Illinois Tri-State Tollway.

Demographics

Population and Housing Trends

In 1960, the population of Indian Head Park was 385. During the next ten years growth was minimal, however, between 1970 and 1987 the population increased from 473 to 3,549 or a 650 percent increase over a 17-year period. This was due mainly to an increase in the number of new housing units from 313 in 1970 to 1,502 in 1987. A declining birth rate; a rise in median age (37.6); and an increase in units per acre have contributed to a decline in household size to 2.4 per unit, as of 1987.

The Northeastern Illinois Plan Commission's analysis of Lyons Township trends through the year 2005 shows an essentially flat growth rate in housing units. Low birth rates, rising median age and high densities means slower population growth as well. Substantial growth could be achieved in Indian Head Park if surrounding golf courses were to be developed as new residential property.

Occupation and Income

The occupational structure of Lyons Township is well defined. As one travels further north and west, there is a higher percentage of white collar workers. Like Western Springs and LaGrange, there is a preponderance of professional, technical, and kindred workers as well as managers, officials, and proprietors living in Indian Head Park. This trend continues through to DuPage County, including Burr Ridge, Hinsdale and Willowbrook. Other areas of the Township have a high percentage of craftsman and foremen as well as operatives and kindred workers.

Income is defined along the same lines as occupation with Indian Head Park having the highest income at \$23,658 per capita in 1986, higher than Burr Ridge and Hinsdale in DuPage County. The per capita income of Lyons Township, as a whole, is approximately 40 percent less.

Land Use

Internal

Indian Head Park is predominately a residential community with some service and convenience commercial areas. The housing trend is toward high quality units with detached single family homes west of Wolf Road and townhomes and multi-family units to the east. Commercial property is located along the Joliet Road corridor. Blackhawk Park on Cascade Drive is open for general use by all residents. Additional private recreational areas are also available for Acacia residents (Cascade Drive), Wilshire Green (Acacia Drive) and Flagg Creek (east of Wolf Road). There are a few vacant parcels of property remaining within the Village: Two lots at Flagg Creek (R4); several miscellaneous lots within the single family area west of Wolf Road; the area between the Tollway and I-55 (business); and the corner of Wolf Road and Joliet Roads.

Annexable Land

External unincorporated areas include parcels located on the existing Village border, as well as several unincorporated parcels which are wholly bounded by the Village. A description of these parcels is listed as follows:

LaGrange Highlands

The portion of the LaGrange Highlands shown as potentially annexable territory is bounded by 55th Street on the north, Wolf Road on the west, City of Countryside on the east, and Joliet Road on the south. The area is comprised of single-family homes, scattered commercial areas, Highlands School grounds and a fire station.

Golf Courses

Four golf courses are located within the planning area. Maplecrest, Timber Trails, Edgewood Valley Country Club and Par 3. All are unincorporated parcels.

Liberty Bus

A wholly bounded lot exists on the east side of Wolf Road immediately south of Interstate 55.

70th Place

A wholly bounded lot exists on the south side of 70th Place in the triangle commonly known as “The Supersite”.

Pleasantdale Park District

Several unincorporated park district lots exist north of the Burr Ridge border on the east side of Wolf Road.

Edgewood View/Valley Road Property

A parcel of approximately six acres exists north of 72nd Street and south of Interstate 55 between Edgewood View and Valley Roads.

Wolf Road/South of 79th Street

An unincorporated residential enclave exists south of 79th Street and east of Wolf Road. The parcels include residences located on Bielby Avenue, Howard Avenue and 80th Place.

Wolf Road/North of 70th Street

A number of individually owned and contiguous lots exists on the north side of 79th Street, east of Wolf Road, west of Edgewood Valley Country Club, and south of Walker Park.

Other External

Most employment and commercial facilities are located in municipalities outside of the Planning Area. Office space can be found in high concentrations in Oak Brook, locally, and in the City of Chicago via public transportation.

Industrial facilities are located in the Hodgkins-Willow Springs areas, with some warehousing in Burr Ridge. The closest Regional Shopping area is Oak Brook Court.

Community facilities can be found in LaGrange, Countryside and Willowbrook with some specialty stores located in Hinsdale. Commercial strips exist along Route 83 and LaGrange Road.

Transportation

The Indian Head Park area is oriented to the private automobile and this pattern should continue in the future. Public transportation is available. It is primarily used for commuting to and from Chicago's Loop but can be used for local trips. Pedestrian and bicycle traffic is limited to trips to school and leisure activities.

Automobile

The planning area is served by a system of thoroughfares consisting of Federal and State highways, county roads, and local streets. The 1986 Illinois Division of Highways average daily traffic count provides useful information on the volume of traffic entering and leaving the planning area over these thoroughfares. The largest volumes of traffic are found on Interstate 55, the Tri-State Tollway, 55th Street, and Joliet Road. As they pass through the planning area, Joliet Road, Interstate 55 and the Tri-State Tollway carry interstate and intrastate traffic as well as intra-metropolitan traffic. As mentioned earlier, by utilizing Interstate 55 and Tri-State Tollway, Indian Head Park residents have direct access to the Chicago Loop and other regional centers.

The Tri-State Tollway forms the west boundary of the planning area. This expressway carries a volume of 91,300 vehicles per day, with access to the Eisenhower Expressway (I-290), O'Hare International Airport, and the northwestern suburbs via an interchange at Joliet Road. 55th Street forms the north boundary of the Planning area, and it carries an average daily traffic volume of 16,000 vehicles at a point just west of Willow Springs Road. It intersects LaGrange Road and Joliet Road, both of which provide access to Interstate 55. Willow Springs Road, which forms the east boundary of the planning area, carries an average daily volume of 7,000 vehicles at a point just north of Joliet Road. This north-south thoroughfare intersect 55th Street, Plainfield Road and Joliet Road. Interstate 55 crosses the southern portion of the Village and has an average daily volume of 97,000 vehicles at a point just west of LaGrange Road.

This Expressway provides direct access to the Downtown Chicago Area and Midway Airport. Access to I-55 is via Joliet and LaGrange Roads. Wolf Road bisects the planning area and intersects 55th Street, Plainfield Road and Joliet Road. This north-south thoroughfare carries an average daily volume of 6,300 vehicles at a point just south of 55th Street.

Plainfield Road and Joliet Roads cross the planning area diagonally in a southwest-northwest direction. These thoroughfares have an average daily volume of 8,000 and 14,000 vehicles, respectively. Plainfield and Joliet Roads intersect Wolf, Willow Springs, LaGrange Roads and 55th Street.

Several local streets provide the main access roads within the community. The most significant among these include Big Bear Drive, Thunderbird Drive, Pontiac Drive, Blackhawk Trail, Cochise Drive, Acacia Drive, and Cascade Drive. As development continues within the planning area and the surrounding region, increased traffic volume will be generated.

Joliet Road and 55th Street are designated as arterial roadways, Plainfield Road, Wolf Road, Willow Springs Road (Gilbert Avenue), Brainard Avenue, and 79th Street are designated as collector streets. All other roads and streets within the planning boundary are lower order transportation routes consisting of sub-collectors and access streets.

Public

Public transportation is geared toward commuting to and from the Chicago Loop and the Aurora/Naperville area. Shuttle bus service is available to commuters using the Burlington Northern Railroad Station in Western Springs. P.A.C.E. (the suburban bus line) also provides access to Chicago and Joliet via Joliet Road.

Pedestrian and Bicycle

Automotive traffic is light enough on local streets to allow easy pedestrian and bicycle access.

Community Facilities

Of major concern to the Indian Head Park area is the services and facilities provided by various public agencies. The physical plan illustrates the locations and relationships of existing facilities and district boundaries. School, park, and fire districts are delineated for the purpose of relating their boundaries to the land use and transportation pattern within the planning area.

School

The planning area lies within the two elementary, one high school and one community college district. Highland School District 106 encompasses the northern 80 percent of the planning area. The Highlands District facilities consist of an elementary school building and a junior high school building on a common site. Although one building is designated as a junior high school, the facility serves pre-school through eighth grades. Pleasantdale School District 107 encompasses the southern 20 percent of the planning area.

This district contains a school serving grades K-8, and a newer school serving K-5. Lyons Township High School, located in LaGrange, as well as the College of DuPage serves the entire planning area. Lyons Township High School accommodates grades nine through twelve with two campuses. The college offers a number of associate degree programs at various locations.

The Pleasantdale and Highlands Elementary schools are recognized as being excellent institutions and are important assets to the quality of life in Indian Head Park. The Highlands School was awarded the 1985-1986 National Elementary School Recognized Program Award for Excellence in Education. The Highlands School was one of fifteen in the state and 217 nationally to receive this award. It maintains above average special education, pre-school, computer education, and foreign language programs.

Lyons Township High School is recognized as one of the top high school districts in Illinois and has been recognized nationally for excellence in education. The high school also offers adult evening programs for residents of the District. The College of DuPage is considered an excellent institution of higher education.

Public Buildings

The Village's administrative offices are located in a modern facility constructed in 1983, located on Acacia Drive. One pumping station is located to the rear of this facility. A second pumping station, on Blackhawk Trail, houses the Public Works, Water Building and Sewer Departments. To keep outside equipment and vehicle storage separate from the residential districts, the Village leases a parcel of land near the Tollway on Wolf Road. A garage for the public works department is a long-range project. Library use is available in nearby Villages for a non-resident fee.

Fire Protection

The Pleasantview Fire Protection District serves the entire planning area with four stations:

- (1) Near northeast corner of 77th Street and Wolf Road
- (2) Franklin and Plainfield Roads
- (3) 58th Street and LaGrange Road
- (4) 67th and East Avenue

Firemen are on duty twenty-four (24) hours a day at each of the District's four stations. The fire district provides 24-hour paramedic coverage using six paramedics. According to the Chief of the Fire District facilities and equipment have been updated for current needs and the District is keeping pace with the growth within the planning area.

The Village of Indian Head Park has been given a "Class 4" fire protection rating by the Illinois Inspection and Rating Bureau which assigns ratings on the basis of one to ten range (1 being the best possible).

Health Care Facilities

Public Law 93-641, the National Health Planning and Resources Development Act of 1974, gives the health planning agencies at State and local levels major responsibilities in determining the need for health care facilities.

Through the Certificate of Need provisions of the Planning Law and Section 1122 of the Social Security Act, the agencies also review proposals for new facilities and major capital expenditures for equipment and services to ensure that only those found to be needed are offered or developed within the states. The State of Illinois Health Facilities Planning Board is the result of the foregoing legislation and has developed and promulgated the Illinois Health Care Facilities Plan in which the Village of Indian Head Park is included.

The Village of Indian Head Park is located in Region A, Health Service Area 6, Community Area 005, as promulgated by the Illinois State Health Care Facilities Plan. Part 2 of the Inventory of Health Care Facilities in the State of Illinois show 11 hospitals with over 4,000 authorized beds, which is 900 more than is needed, to support the population of Community Area 005 Suburban Cook South.

The three hospitals that are most convenient to residents of Indian Head Park are LaGrange Memorial Hospital, Hinsdale Hospital and Suburban Hospital.

Parks, Recreation and Open Spaces

The Village of Indian Head Park contains and is adjacent to numerous facilities providing open space and recreational opportunities. Included within the immediate area are public, quasi-public and private facilities.

Public Lands

Parks and forest preserve lands are the prime publicly owned open space facilities available for nearby recreation. An inventory of such land is listed as follows:

Forest Preserves: Nearly 1,000 acres of Cook County Forest Preserve holdings are located southeast of the Village in neighboring Countryside. The Arie Crown Sundown Meadows, and Theodore Stone Preserves all contain numerous outdoor recreational possibilities. At Bemis Woods (located north of Western Springs) a beltway of forest preserve holdings link the Western Suburbs with Brookfield Zoo via a bicycle path which meanders along Salt Creek.

Thousands of additional acres of forest preserve lands exist southwest of the Village in the Willow Springs/Palos area along Archer Avenue. These holdings include densely forested lands and wildlife to provide visitors with a range of open space opportunities. The I & M Canal National Heritage Corridor is located within this geographic area.

Park District

Approximately twenty percent (20%) of Indian Head Park is within the jurisdiction of the Pleasantdale Park District. This District owns and operates several facilities throughout their boundaries. While no park district facility exists within the Village limits, Walker Park provides a 33-acre facility for recreational purposes on Wolf Road.

Village Open Space

The Village owns a five-acre parcel, Blackhawk Park, located on Cascade Drive in the Acacia Townhome Development. In addition the Village owns approximately 5 acres of land for future park development. It includes a 4 acre parcel adjacent to Flagg Creek and Interstate 294, and several small parcels located adjacent to public streets.

Quasi-Public Lands

Three residential developments within Indian Head Park provide recreational facilities to its residents. However, they have been classified as quasi-public. The Acacia Homeowners' Association, Flagg Creek Condominium Association, and Wilshire Green Association all provide on-site facilities for active and passive recreational uses.

Private Land

A total of four commercially operated golf courses presently exist. All of these facilities, Maplecrest, Par-3, Timber Trails and Edgewood Valley remain unincorporated. This Comprehensive Plan acknowledges that these uses may change. Specific provisions are included in this plan to accommodate open space preservation if this occurs.

INFRASTRUCTURE

ROADS

The Village has 11.7 miles of road within the Village limits. Of these 11.7 miles, 2.8 miles are maintained by either the Cook County Highway Department or the Illinois Highway Department. These include Wolf Road, Joliet Road and Plainfield Road. The remaining 8.9 miles are maintained by the Village Public Works Department. A total of 5.4 miles of these streets are curbed with the remaining 3.5 miles consisting of stone shoulders.

The typical road is made of 4 to 6 inches of crushed stone for a base, overlaid with 3.5 inches of binder, and one to two inches of surface asphalt. All roads are designed for a maximum load of 10 tons.

The Village roads are evaluated and placed upon a five-year list for future funding and reconstruction. The repairs are done on a priority basis. The typical repair is an overlay with new surface material. Some streets might require full removal and replacement, if determined to have sub-base failure.

WATER SYSTEM

The Village water system is served by one main pumphouse facility located behind the Municipal Facility on Acacia Drive.

This pumphouse facility is adequate to provide for the daily water needs of its residents and, if need be, for commercial development. This facility will provide water during a normal operation from 100 gallons per minute to 2,000 gallons per minute.

The Village's normal pumping capacity can provide 1,400 gallons per minute or 2,016,000 per day. Emergency pumping capacity can provide 2,600 gallons per minute or an additional 3,744,000 per day. The combined peak pumping capacity is 5,760,000 per day.

The Village has 14.9 miles of water main served by the Indian Head Park Water Department. The water main pipes are ductile iron pipes from 4" to 12" in diameter. Each area of Indian Head Park is served by water lines of sufficient size to meet or exceed the recommended fire flow requirements set forth by sound engineering principles. The Village has underground storage facilities which hold 550,000 gallons of water, with additional storage being studied to accommodate future water needs.

The Village provides Lake Michigan water to its consumers. Water is pumped from the City of Chicago to McCook which pumps water to Countryside and finally to Indian Head Park. A 12" diameter transmission water main from Countryside provides the Village's annual Illinois Department of Transportation daily water allocation.

The Village also has two inter-connections with the Village of Burr Ridge and LaGrange Highlands Sanitary District enabling each to supply water to the other in the event of an emergency.

SEWER SYSTEM

Indian Head Park is served by the Metropolitan Water Reclamation District Stickney Treatment Plant located approximately six miles away. The current population served by the Indian Head Park sanitary sewer system is 3,311 living in 1,416 units based upon the 1987 special census. A small number of Village residents are served by the LaGrange Highlands Sanitary District. The vast majority of the Village is served by 10.9 miles of existing public sanitary lines ranging in size from 6" to 15" in diameter. There are 321 manholes maintained in the system. The system also includes 12.5 miles of private lines. The remaining are on septic. This area is located on 70th Place. Future development on "The Supersite" area will include a new main line for this area.

STORM DRAINAGE SYSTEM

The Indian Head Park storm water drainage is 70 percent open drainage with the remaining 30 percent concrete piping or culverts. The piping ranges in size from 4" to 24" in diameter. The system had been designed with multiple retention basins located at various areas around the Village. All storm water discharge points from the Village drainage system are along Flagg Creek.

ELECTRIC, GAS, TELEPHONE AND CABLE TELEVISION

Electric, gas, telephone and cable television are provided in the Village by Commonwealth Edison, Northern Illinois Gas Company, Illinois Bell, and Jones Intercable Inc., respectively.

DEVELOPMENT GOALS, OBJECTIVES AND POLICIES

The Village of Indian Head Park is one of the outstanding residential areas in the Chicago Metropolitan Region. It is not only characterized by high quality residential development, but also possesses outstanding natural features which create an attractive environment for future development. These features include: Mature, wooded lots and streetscapes which provide an urban forest; a gentle rolling terrain which provides a diverse visual experience and allows for interesting building and landscape designs; and the natural watercourse of Flagg Creek which provides open space and habitat for a variety of animal and plant species.

The preservation of these qualities, as well as the improvement of other aspects of community development, can only be accomplished via increased community facilities and services; the protection of taxable resources; and the establishment of a viable framework within which social, economic, and physical development can take place. The Comprehensive Plan is one of the basic elements that will aid Village officials in arriving at sound decisions which, in their collective impact, will attain such ends.

If the Comprehensive Plan is to become effective, it must be based upon carefully formulated goals for community development. These goals represent the general aim and purpose of the Plan. In order to serve as a specification for the Plan, however, broad goals must be converted to more specific objectives. In light of these goals and objectives, policies are formulated to establish a directional context within which specific decisions and proposals can be made. The goals, objectives and policies formulated herein constitute tentative guidelines for the Physical Plan as well as the basis for the implementation mechanisms of the Comprehensive Plan. Like the plan itself, these guidelines should be periodically reviewed and updated as conditions change.

Before these goals are finalized, it is necessary to understand that its formulation represents that phase of the planning process wherein the community, through its Planning Commission and governing body analyzes past and current development trends, as well as future potential, and then envisions the desired character future development should take. It is at this stage that the people of Indian Head Park actively participate in the decision making process. Therefore, it is important to recognize and understand the Village's role within the metropolitan area.

It was noted in previous sections that Indian Head Park is primarily a residential suburb whose inhabitants commute to places of employment outside the Planning Area. In addition, its labor force is largely of a professional and technical nature.

As a result, future employment generation should be geared toward those demographic patterns which presently exist and shall be selected based upon minimization of impact upon surrounding land uses.

Therefore, the Village should not attempt to evolve into an autonomous, self-sufficient community characterized by a so-called “balance” of land uses but rather strive to function as a distinctive, yet integral part of the metropolitan pattern. As such, it is the challenge of Indian Head Park to encourage the development of a unique environment characterized by a sense of “community” as well as a sense of relationship to Metropolitan Chicago. In addition, the population of the Village should be served by facilities and services of the highest order to meet its daily needs and to insure a healthful, safe and pleasant environment.

DEVELOPMENT GOALS

- (1) The promotion of the comfort, safety and well-being of the residents of Indian Head Park.
- (2) The maintenance of the Village primarily as a residential community.
- (3) The development of a physical environment characterized by functional efficiency, aesthetic quality and optimum livability.
- (4) The development of an efficient circulation system linking all elements of the community.
- (5) The preservation and injection of vitality and beauty into every portion of the Village.
- (6) The preservation, protection and improvement of the Village’s landscape features.

DEVELOPMENT OBJECTIVES

- (1) The preservation of the Village’s attractive residential character and woodland resources.
- (2) The prevention and elimination of adjacent development incompatibilities and nuisances, stabilization of property values, enhancement of private investments in real property and protection of the community’s tax base through annexation of as much of the planning area as is prudent.
- (3) The preservation and development of attractive, high quality residential areas with high levels of services and amenity values, in proper relationship to transportation facilities, community facilities and other land uses.
- (4) The encouragement of an imaginative variety of housing types suited to the area’s natural attractiveness.
- (5) The promotion of high quality construction in all new development and adequate maintenance of existing development through the adoption and enforcement of sound regulatory measures such as contemporary zoning, subdivision regulations, building and housing codes.
- (6) The encouragement of retail businesses to meet the daily shopping needs of area residents.

- (7) The achievement of a high level of accessibility via the circulation system between residential areas; educational facilities; places of employment; shopping facilities; and recreational areas through proper allocation of traffic volumes and minimization of functional conflicts.
- (8) The improvements or expansion of community facilities which afford the best possible educational, cultural and recreational opportunities to the people of Indian Head Park.
- (9) The provisions of adequate and properly located sites for community facilities to meet current and future needs through advance acquisition and, where possible, temporary use of vacant land.
- (10) The preservation of land having special potential for future parks and recreational facilities through acquisition.
- (11) The conservation of natural features and resources through reforestation, the protection of water, vegetation and wildlife.

DEVELOPMENT POLICIES

RESIDENTIAL DEVELOPMENT

It was suggested in the introduction to this report that the Planning Area is generally defined by four major thoroughfares which constitute distinct physical boundaries and, therefore, give the area potential as a physically integrated community. Development and annexation should be pursued within this Planning Area.

The Village should encourage a degree of diversity in housing types which are consistent with its social and economic character. In addition, incompatible activities should be isolated from residential areas so that housing is not adversely affected by these activities, and the latter are not limited because of their proximity to housing.

Essential facilities and services should be provided in every residential area. These include direct access to the street system, off-street parking, recreational open space, public utilities, and police and fire protection.

Housing should be group according to density type. Density can be measured in terms of housing units per acre. Based upon existing conditions and the goals and objectives established herein, density standards which limit the maximum permissible residential densities should be adopted. These standards must be adequate to insure the achievement of minimum objectives of light, air, protection from fire, and other dangers; and that public health, safety, welfare and comfort are promoted. A combination of higher density housing and open space should be utilized as transitional uses between major streets, commercial facilities, and lower density residential areas.

COMMERCIAL DEVELOPMENT

A sufficient business district should be encouraged to meet the commercial needs of the residents.

It should also lend itself to appropriate landscaping to provide for harmonious existence with the community as a whole. All of the enterprises in the business district should be economically compatible.

The business district should be within easy driving distance of low-density residential areas. Pedestrian access should be facilitated and separated from automobile traffic, wherever possible.

Adjacent residential properties should be protected from nuisances associated with the business district such as traffic, noise, and light through the proper layout of physical facilities and the use of screening.

TRANSPORTATION

Traffic from access and sub-collector streets should be channeled to collector and arterials, which define the boundaries of individual residential areas and intersect or terminate at arterials at limited locations. Arterials should serve high volume traffic moving between principal areas of the region, and collect and distribute traffic from expressways to collectors arterials and sub-collector streets.

Commercial traffic should be limited to arterials and collector streets. Residential streets should be protected from such traffic for all purposes other than direct service to residences. This will increase safety in residential areas as well as protect street pavements from the impact of heavy commercial vehicles.

Pedestrian and vehicular circulation should be separated, wherever possible. Through traffic should be eliminated from residential streets, and pedestrian walkways should provide more direct access to community facilities.

COMMUNITY FACILITIES

Because of the close relationship between educational and recreational facilities and services, coordination should be sought in the development of parks and schools. Elementary schools should be safely accessible by children and located within easy walking distance of all sections of the residential areas they are intended to serve. The size of elementary school sites should be sufficient to accommodate ample play space, landscape treatment, and off-street parking for employees.

The design of elementary school facilities should reflect the need for their civic and recreational use by the community after school hours and during vacation periods.

The Village should continue its efforts to develop the park sites on Cascade Drive and along the Interstate 294 location. Such sites should include active and passive recreational opportunities for adults as well as children.

Facilities which provide active opportunities should be centrally located within their respective service areas. Parks, which provide passive pursuits should coincide with scenic features such as lakes, streams, woodland, etc.

Recreational facilities should be adequate in number and size as well as safely accessible from all parts of their service areas. Wherever possible, recreation and education facilities should be planned, developed, and administered in combination to insure efficiency and coordination. As a condition of approval of a plat of development, each subdivider or developer will be required to dedicate land for park and recreation purposes to serve the immediate and future needs of the residents of the development; or make a cash contribution in lieu of actual land dedication; or a combination of both at the option of the Village. The total requirement shall be ten acres of land per 1,000 residents.

PHYSICAL PLAN

The physical or land use plan of any community is a deliberate attempt on the part of the government entity to graphically depict a rational land use policy for itself and its environs. This policy is based on the analysis of existing conditions, goals, and objectives agreed upon by the Plan Commission and Board of Trustees. The physical elements of the Village must be properly disposed, and the plan socially acceptable and economically sound. Each community radiates a spirit and individuality which sets it apart from all others.

The success of the plan rests on the degree to which these characteristics are captured. Green spaces, recreation and transportation are required to maintain a high level of community desirability.

The physical plan or design phase of the program, is directed toward establishing a framework – a graphic illustration of these basic elements: (1) land use; (2) thoroughfares and; (3) community facilities. The Land Use Plan depicts the inter-relationships between the various kinds of privately and publicly owned lands. One of the important features of the Land Use Plan is its organization of broad and compact areas for housing of differing densities, and business complexes with degrees of economic affinity, located in such a manner as to assure compatibility of all land uses within the community.

The Thoroughfare Plan identifies the network of traffic arteries by which the various categories of private and public lands are interconnected and made accessible in accordance with their function. The Community Facilities Plan allocated land, in relation to the other two plans, as sites for public schools, parks, playgrounds, community centers, and the like.

The term Physical Plan should not be confused with the overall descriptive title of Comprehensive Plan. The Comprehensive Plan consists of all background studies on which the Physical Plan is based, the Physical Plan itself, and the tools to be used in implementing the Physical Plan.

Physical/Land Use Plan

The Physical Plan, as illustrated, designates for the foreseeable future the apportionment and distribution of the various uses of land for private, public, and semi-public development. The Physical Plan includes those areas to be considered for future annexation by the Village of Indian Head Park. This indicates the proposed ultimate boundary of the Village.

Most land uses designated in the physical plan represent those actual uses or zoning classifications which existed on the date of adoption of the Comprehensive Plan. Several parcels of land have received special study and are highlighted within the plan because an envisioned change of land use or the need to identify land uses of parcels for potential annexation.

Residential

All of the vacant land presently in the corporate limits of the Village of Indian Head Park should be maintained and developed in harmony with the presently developed areas in the Village.

There are only a few vacant platted lots remaining in the Village. Without further expansion of the corporate limits, development will be limited. Indian Head Park, however, is situated in an area where the pressure for intensive development will most likely cause three of the four golf courses adjacent to the Village to be developed. Their proximity to other residential property lend themselves to further housing development.

It is assumed that the developers of these areas will wish to build a combination of conventional single-family detached houses, PUD's and upscale townhouses, and possibly mixed use with some commercial development on the Maplecrest site.

The Land Use Plan shows four categories of residential land use. Single-family detached which generally consists of 0-4 dwellings per acre. Single family attached which consists of 0-7 dwelling units per acre. Low density multiple family which consists of 0-10 dwelling units per acre. And high density multiple family which consists of 10.1-22 dwelling units per acre.

It is also assumed that the developers would wish to annex their land to the Village of Indian Head Park providing satisfactory arrangements can be made for utilities and acceptable land use controls.

The relative merits to the Village for annexing these peripheral areas is analyzed later in this report. The Village has control of land use within its corporate limits; and only by annexation can the Village exercise that control.

In addition, the Village has limited control of land use within its corporate limits; and only by annexation can the Village exercise that control. In addition, the Village has limited control of subdivisions in contiguous unincorporated areas within 1.5 miles of the Village.

Commercial

The land use plans shows three categories of commercial: (1) retail commercial; (2) general commercial; (3) office research and/or light industrial. Retail commercial includes those activities that furnish the daily needs of the people in the area while general commercial includes a broader range of activities such as highway oriented, region serving or major shopping. Office/research and/or light industrial uses include those activities which are more employment than consumer oriented.

Institutional

Institutional land uses refer to churches, libraries, hospitals, nursing homes and similar quasi-public uses. Institutional land uses which presently exist within the Village are illustrated on the physical plan.

Public

Public land uses include schools, fire stations, municipal facilities and similar uses.

Open Space

Open space uses include all publicly and privately owned land intended for recreational purposes.

Transportation

All of the major arterials and collector streets in the planning area are under the jurisdiction of the County or the State of Illinois. Local streets within the Village are fairly new and generally in good condition. New development areas annexed to the Village need streets that meet existing codes. In areas that may be annexed where there are existing substandard streets, arrangements should be made up to upgrade those streets in conjunction with the annexation.

Community Facilities

Open Space

As a condition of approval of a plat of development, each sub-divider or developer will be required to dedicate land for park and recreational purposes to serve the immediate and future needs of the residents of the development; or make a cash contribution in lieu of actual land dedication; or a combination of both at the option of the Village. The total requirement shall be ten acres of land per 1,000 residents.

Study Areas

The specific parcels receiving special planning consideration during the formulation of the Comprehensive Plan have been labeled study areas. The specific study areas analyzed during this comprehensive planning process are illustrated in the appendix, which is designated land use shown on the physical plan. Each study area is summarized as follows (an asterisk designates a parcel of land which is partially or wholly unincorporated):

*** LaGrange Highlands**

The LaGrange Highlands is a predominate residential enclave of unincorporated Lyons Township. The existing land users are envisioned to continue. However, consideration of commercial land uses might be appropriate at intersections of primary roadways. Such evaluation shall be made on a case-by-case basis as land use petitions are received by the Village. Several study areas do appear to be conducive for a land use change and are listed as follows:

Archdiocese Property

A 5.25 acre vacant parcel of land exists east of Willow Springs Road, north of the strip shopping center located in Countryside, and south of a church. Due to its location adjoining institutional and commercial land uses, single-family attached housing would provide a transitional land use on the area. A maximum density of four dwelling units per acre would be envisioned for this site.

55th Street Commercial

Due to nearby commercial land uses, as well as the nature of 55th Street, commercial land uses are envisioned for the lots between Laurel Avenue and Gilbert Avenue. To avoid excessive curb cuts, any development of these lots should accommodate actual or planned shared driveway access.

*** Timber Trails Golf Course**

The Timber Trails Golf Course is a 75 acre semi-private course consisting of rolling terrain and mature forested areas. The envisioned land use is for residential development with a maximum density of two dwelling units per acre, consisting of detached single family housing units. Such a density and development would likely be achieved through a planned unit development concept.

A buffer of approximately 50 feet needs to be incorporated into any development plan to provide a berm and necessary setbacks from Plainfield Road. This setback may be provided on private property or integrated into a public open space plan.

Due to the significant natural features of this site, a planning objective exists to preserve 10 acres of open space for each 1,000 residents with a minimum of 5 contiguous, usable acres within any development located on this site.

***Par-3 Golf Course**

The Par 3 Golf Course is a 40 acre public course consisting of slightly rolling terrain. The envisioned land use is a single family development with a maximum density of five dwelling units per acre. Such a density and development would likely be achieved through a planned unit development concept, and may consist of single family attached and detached housing. It may also remain a golf course if this objective is sought by its owner.

Due to the natural features of this site, a planning objective exists to preserve 10 acres of open space for each 1,000 residents with a minimum of 5 contiguous, usable acres within any development located on this site.

IDOT Surplus Land

This parcel is presently owned by the Illinois Department of Transportation. Because of its location at the intersection of Wolf and Joliet Roads, the envisioned land use is commercial. The parcel size is approximately 3 acres. Due to its present drainage component, it is likely a portion of this property will be open space.

Amended by Ordinance #98-2 as follows:

This parcel is presently owned by the Illinois Department of Transportation and is located at the intersection of Wolf and Joliet Roads. The parcel size is approximately 3 acres. The parcel is low lying and may have drainage concerns. The parcel is designated for "Open Space". (Section 2 of Ordinance #98-2, approved January 22, 1998.)

Joliet/Wolf/Tollway Triangle

This parcel of approximately 17 acres is a combination of commercial and single family land uses. It is envisioned that the entire parcel would be suitable for commercial development. Development may be either unified or individually accomplished.

***Maplecrest Golf Course**

The Maplecrest Golf Course is an approximate 62-acre public golf course consisting of rolling terrain and mature forested areas.

If this property is not to remain a golf course, the planned land use for this property consists of a mixed-use development which will integrate residential, commercial, park and open space uses following the land use criteria set forth in this plan.

For the purposes of this plan, the term “maximum gross density”, or GD, refers to the maximum number of dwelling units that may be placed on the overall residential acreage of the site; it includes those land which would be preserved for open space, but does not include areas set aside for dedicated public parks. The term “floor area ratio” or FAR, refers to the maximum proportion of floor area to the commercial site area. The term “open space ratio” or OSR, refers to the minimum proportion of a site or parcel of land which must be devoted to open space preservation and does not include any impermeable surfaces or lots upon which dwellings are located.

The planned mixed-use for this property is as follows:

In the case of residential development, the overall maximum gross density shall not exceed 5 dwelling units per gross residential acre;

The OSR of residential portions of the site shall not be less than 0.15;

Dwelling unit types constructed on the residential portions of the site shall be a combination of single-family detached and attached dwelling units;

A minimum of five acres of land shall be set aside at the site for active recreation park purposes;

The maximum FAR permitted the commercial portions of the site shall be 0.25 and the maximum gross floor area of commercial building shall not exceed 100,000 square feet;

Commercial uses which may be allowed by the Village in commercial designated areas of the site include retail sales and services; and

The OSR of commercial portions of the site shall not be less than 0.20 and shall be landscaped.

Tollway Surplus Land

This parcel of approximately 2.5 acres is slated for public sale by the Illinois State Tollway Authority. Because of its Wolf Road/Tollway ramp location, this parcel is envisioned for commercial land use.

***Liberty Bus/Tollway Parcels**

Several contiguous parcels of property account for approximately 7 acres of land adjacent to the Tri-State Tollway. Its location is suitable for intensive commercial land use. It is envisioned that an appropriate use for this area is office/research/light industrial.

***Supersite**

The parcel known as “The Supersite” consists of several commercial, vacant and residential land uses. Its location is suitable for an intensive commercial land use. It is envisioned that an appropriate use for this area is office/research/light industrial.

Genge Property

A 1.25 acre parcel exists immediately northeast of 72nd Street and Wolf Road. The parcel is presently single family; however, due to its location between an existing condominium complex and a commercial land use, this parcel is envisioned as multi-family.

Walker Park – Northern Portion

The Northern 9 acres of Walker Park remain unincorporated. This parcel owned and operated by the Pleasantdale Park District is envisioned to remain as open space/recreational land.

***Wolf Road Residential**

A number of individually owned lots encompass an area of approximately 40 acres along the eastern frontage of Wolf Road and northern side of 70th Street. This area is envisioned to remain as single-family detached with a maximum density of two dwelling units per acre on the western most portion. The land area between Flagg Creek and the Edgewood Valley Country Club is suitable for development of single-family attached units, with a density of four dwelling units per acre.

***Edgewood Valley Country Club**

The Edgewood Valley Course is a private facility consisting of 175 acres. Because of the unique nature of this facility, it is envisioned that this parcel will remain as open space/recreational land.

***Wolf Road/South of 79th Street**

A residential neighborhood with residences located on Bielby Avenue, 80th Place, and Howard Avenue exists immediately east of Wolf Road, south of 79th Street. No change is envisioned in this area, and the land use will remain single-family detached.

Joliet Road

Three residentially zoned lots exist between the Briar Place Nursing Center and Citgo Gas Station. While one lot is operating a grandfathered commercial use (Camboni’s Mobile Home Sales), the other lots contain residences.

Due to the preponderance of commercial land uses and the nature of Joliet Road, these lots are envisioned as commercial uses. To avoid excessive curb cuts, any development of these lots should accommodate actual or planned shared driveway access.

Implementation of the Plan

In order to carry out the Comprehensive Plan's long-range goals and objectives, and to realize the recommendations of the physical plan, much cooperative effort will be required over a period of time. Awareness of the need for participation of many individuals and organizations is vital to the success of the plan. Some tools available for this phase of the process are: (1) Legal Controls; (2) the Comprehensive Plan; (3) a Capital Improvement Plan, (4) Financing, and (5) Annexation.

Legal Controls

The Zoning Ordinance controls land use as it applies to existing and newly acquired property. It is used to encourage orderly and stable development. A zoning map is published once a year to reflect any changes.

The Official Map may designate areas of future public use filed with the Cook County Clerk and would serve as notice of the community's intention to purchase property. The Plan should not be considered a final product but continue to change as the community grows. These changes should be based on careful study and reassessment of current conditions. It would be desirable to arrange reviews several months prior to the annual budget providing ample time to alter the Comprehensive Plan, Zoning, and Capital Improvement Program. It will also enable the Village to determine how successful it was on meeting their goals. Priorities will be rearranged and background material modified to reflect existing conditions. The public must be involved in every step of the process.

Capital Improvement Program

Throughout the country, municipal governments are facing the problem of financing major public improvements. By their nature, major public improvements are long-term investments and the funds needed usually cannot be obtained from the annual operating budget. Ever increasing demand for more and better types of public services constantly absorbs any increase in municipal revenues and leaves little remaining to pay for needed public improvements.

Municipalities often must borrow money to finance major improvements via long-term loans. State statutory debt limits based on assessed value prevents the borrowing from becoming an endless source of financing outside the operating budget. Accumulated bonded debt should also be less than the State's limit to maintain the municipality's credit rating.

Capital Improvement programming is the coordination of public works activities over a long period of time. Establishment of priority ranking of each project is made possible through the comprehensive planning process. If supported by sound financial considerations, the Capital Improvement Program provides both the governing bodies and the public a framework upon which to base their decisions and support of a program that will:

Assure the use of available funds on the most needed improvements in proper sequence.

Coordinate the improvements projected by various governmental agencies with jurisdiction to avoid duplication of effort.

Control the extent of long-term financial debt that will occur, and

Be organized and aware of how to encourage privately financed capital improvements in the community.

The Capital Improvement Program consists of listing improvements of a permanent nature and their cost over a five to six year period. It also examines past financial experience to determine the approximate amount funds that will be available in the future to develop these proposals. The Program must be flexible enough to meet changing conditions.

Financing

The major problem in the financing of a Capital Improvement Program is the choice of the sources and methods of financing. Sufficient funds should be made available for every project that is scheduled, including the matching funds necessary for assistance from State and Federal governments. This requires coordination between various levels of government and some advance planning on the Village's part. This can be easily accomplished if a Capital Improvement Program is in operation.

Financing of a project can be broken down by different development stages. Preliminary planning or engineering work can be financed from the general of capital fund. Pre-construction costs could be accounted, charged to, and borrowed from the general fund, and reimbursed from the gross project funds. After pre-construction and site selection, the project fund should be authorized to only release sufficient funds to meet immediate needs. Interest on the balance will economize on debt retirement.

Financing from property taxes can be generated through the General Operating Fund, General Obligation Bonds and Special Assessments. In addition to these revenues, the Federal Government has several loan and grant programs which is helpful in development of a public project.

Rules of Financing

Capital Improvements and debt service should equal about 20 percent of the total budget to encourage adequate investment and discourage delaying construction which could result in higher costs.

Debt service should not exceed 25 percent of the total budget to avoid burdensome debt.

At least 20 percent of Capital Improvements should be financed from current revenues to maintain the municipality's bond rating.

At least 25 percent of the debt principal should be scheduled for retirement within the current and succeeding four years in order to allow for future borrowing needs.

Annexations

Introduction

One of the most serious problems any municipal government faces is the lack of its corporate limits. All too often such areas are developed in a manner having serious detrimental effects to the attractive and stable growth of the community as a whole. If a municipality within a metropolitan area decides to establish high standards regarding growth in its contiguous areas, it must have the opportunity to guide and control such development. Control over the type of development is fundamental and affects all other considerations. The only satisfactory solution to the problem of extending essential urban services and facilities to peripheral areas is through annexation.

The purpose of this section is, therefore, to evaluate the pros and cons of implementing a program of annexation of contiguous unincorporated lands; to determine what areas should be annexed; the desirable and practical limits that the Village boundaries should be extended in order to provide reasonable protection and control; and to identify the fiscal considerations involved in annexing presently unincorporated areas.

Outlook for Future Growth

The potential growth of the area and the opportunities for new development have been discussed in the Village's Comprehensive Plan. As indicated, population and economic growth for the area is indeed most promising. How soon and how fast the potential will be realized will depend, in part, on decisions made, and actions taken, to encourage growth and to realize the objectives of the Village's long-range plan. These objectives can be best implemented by the Village exercising complete control over the decisions affecting new development. For this reason, annexation of contiguous land is important for the success of Indian Head Park's long-range planning program.

The Pros and Cons of Annexation

Before initiating a program of annexation, a municipality should recognize the advantages and disadvantages of taking such action. In most instances they will differ depending from which side of the Village limits they are being viewed. What might be an advantage to the owners of property proposed for annexation may very well prove to be a costly experience to the Village. Although it might usually appear that the major considerations in annexation are economic in nature, the non-economic considerations frequently are the most compelling ones.

From Indian Head Park's point of view, annexation of contiguous developed and vacant lands is desirable because it would:

Afford the village greater control over designation and the development of sites for future schools, parks, etc. – thus helping to assure orderly community growth;

Provide an opportunity to plan for a balance of land use; and

Enhance the Village's tax base, thus providing revenue to improve the quality of community facilities and services.

From a land owner's or developer's viewpoint, such annexation is desirable, because municipal services would become available such as:

sanitary sewage, storm drainage, and water supply systems;

police protection; and

parks, playgrounds, and other public buildings and facilities.

In addition, there are less tangible factors that property owners may consider to be advantageous, such as becoming a participant in local governmental decisions and affairs, a sense of "belonging" to a prestigious community, and the sense of well-being that there will be a positive control regarding land development and more dependable long-range planning under the aegis of a municipality.

From the Village's position, there are several possible adverse factors which must be carefully weighed:

Sheer size – as more and more people move into the Village, it loses its rural, low-density image;

The retention of a community "image" might be adversely affected by the inclusion of other types of land use than presently exists in the Village.

However, even where the Village's cost of annexation exceeds the benefits to be derived, the advantages cited earlier should be equated against disadvantages. The decision to, or not to, annex should be made on the long-range consequences – socially, economically, and physically – as they affect the future of the Village as a whole. Most of the unincorporated territory which is contiguous to the Village and eligible for annexation is rolling terrain presently being used for golfing. Such areas, with proper site planning, usually develop into highly desirable residential areas.

Criteria for Annexation

Any municipality which contemplates annexation should do so in an intelligent, logical manner. A municipality should not annex to the point where service and facility demands become financially prohibitive.

However, it should not annex in a piecemeal manner where the opportunity for beneficial guidance of land development has passed. Consequently, certain guidelines or criteria are desirable to determine the proper time and place for annexation. Generally, the following standards for annexation planning are applicable:

The area should be contiguous to the Village.

There should be a mutual interest between the Village and the land owners.

The long-term socio-economic advantages must outweigh the financial disadvantages both to the Village and the owners of property to be annexed.

The cost benefit ratio inuring to the Village should not be excessively burdensome.

The Village must have the capacity of providing essential facilities and services within a reasonable length of time.

The logical application of these criteria is on a segmental basis dividing the Village's peripheral area into sub-areas. They should be compact, contiguous, and unified as to the predominate type of land use, either existing or proposed. Also, they should bear comparable economic characteristics such as tax and service charges so that projected valuations and anticipated revenues might be readily postulated and evaluated.

Dedication of Open Space

The Village should strive to utilize its annexation powers to insure sufficient open space is reserved for the use of future generations. As part of the annexation agreement negotiations, the Village should adopt a standard of ten (10) acres per 1,000 population to determine necessary land requirements.

Future development should conform to this land standard or provide sufficient cash contributions for the acquisition and/or development of other open space.

STUDY AREAS

- #1 LaGrange Highlands**
- #2 Timber Trails Golf Course**
- #3 Par 3 Golf Course**
- #4 I.D.O.T. Surplus Land**
- #5 Joliet/Wolf/Tollway Triangle**
- #6 Maplecrest Golf Course**
- #7 Tollway Surplus Land**
- #8 Liberty Bus Company**
- #9 Supersite (70th Place Properties)**
- #10 Genge Property**
- #11 Walker Park – Northern Portion**
- #12 Wolf Road Residential**
- #13 Edgewood Valley Country Club**
- #14 Wolf Road – South of 79th Street**
- #15 Joliet Road**